RAPID TRANSIT.

Another Proposal for an Elevated Road-Two Roads on the East and Two on the West Side of the Island. TO THE EDITOR OF THE HERALD:-

The great interest you take on all subjects con nected with the public weal is our apology for waiting on you with some remarks on a subject which at present engrosses more than anything else the attention of the public-namely, "rapid transit." The undersigned have, after months of careful and unremitting labor, matured a plan free from the objections which crop out in all the projects hitherto presented, and combining in its several features the great requisites of speed, safety, comfort and economy. Before going into the details necessary for the full understanding of our plan, we shall briefly advert to the difficulties and objections which present themselves in connection with the construction of the several modes of transit, whether proposed as under the underground or elevated plans. It on the underground plan, we find the enormous cost, the difficulties arising from obstruction to traffic while constructing, alteration of sewers gas and water pipes, &c., &c., combined with the length of time required to construct any rallway that would meet the requirements of the city, all show that some plan requiring a much shorter time to complete must at present take the place of any such road. Constructed on the elevated plan, the road is

open to the objection of occupying too much space In either the avenue or street; its pillars or sup-In either the avonue or street; its pillars or supports will, no matter how carefully designed in detail, always have an unsigntly appearance when viewed as a whole, extended through our handsome thoroughfares. Danger will constantly be hovering over, occasioned by fright to spirited horses, should the road be open, while on the other hand, if covered, the obstruction to the light would be a source of perpetual annoyance to the occupants of the houses on either side and would lead to endess litigation. The occupation eithe streets during course of construction, while preparing the foundations, &c., &c., if extended for any period, would be an other serious difficulty. Prefacing with the above few cursory remarks, we respectfully submit our project, merely adding that his principal and most effective points are secured by valuable patents. We propose to construct our or more lines of railroad—say two on the east and two on the west side of the Island, commencing at points at or near the Battery, in the most favorable positions, so as to interiere as little as possible with valuable property, &c., &c.; these roads to run through to Harlem River and Spuyien Duyvil Creek, in connection with the lines of railroad to be constructed through the blocks, and running parallel with the lines of railroad to be constructed through the blocks, and running parallel with the lines of avenue. The lower or inpown track will be thirty teet above the level of the sidewalk; the upper or down town track ten feet higher. The superstructure is cast with semisteel frames and spandrels of corrugated iron, put together in sections, with rigid joint connections, norming, with the cast iron columns and foundations similarly jointed, one unbroken structure, extending from terminus to terminus without tool for any fuel producing dust or smoke, requiring neither assistant engineer nor stoker, and can be stopped in a running length of six feet. The road will be covered by a light, handsome, corrugated iron roof, protecting it from snow storms, ports will, no matter how carefully designed in detail, always have an unsigntly appearance when ciafly interested in rapid transit be held to name a committee, who, associating to themselves experts from our best professional engineers, would be empowered to receive plans for one or more railroads, and decide without favor or undue preference on the merits of the same, the best plan to be selected adopted and receive the combined support of the committee. If this is carried ont in its true spirit no one can complain. Let the best man win. Under such circumstances we gladly would enter the lists, feeling little doubt of the result. Meantime we invite all interested to come and judge for themselves. We shall willingly explain our plans to any one who may call between

plain our plans to any one who may call between the hours of one and two o'clock P. M. any day intil further notice. Thanking you for the cour-tesy you have extended in granting us the use of your columns, we are yours respectfully, J. M. MERRICK, Clyil Engineer, S. B. NOWLAN, Constructive Engineer, J. D. WILLIAMSON, Consulting Engineer.

Brooklyn to Unite With New York in a Grand Steam Railway System. JANUARY 27, 1874.

TO THE EDITOR OF THE HERALD:—
I again venture to address you on the subject of rapid transit, and feel that some apology is due from me, a stranger in the country, for doing so, and, therefore, plead your invitation and the fact that I have had some little experience in designing and constructing railroads in both much older and much newer countries than America. Having travelled considerably, I may venture to express an opinion that metropo itan steam railroads will ere long be peculiar to the great cities of America, as it is only in America that cities are systematically laid out, and that, consequently, steam railroads can be constructed with so little destruction to property. To repeat a paragraph from my communication which appeared in your issue of the 22d inst .- "It will be easy in future for surveyors to take example from London and New York, and in planning out the future great cities that are destined to rise in the West, to first of all plan and reserve the metropolitan railroad site and then plan the configuration of the city subordinate to

I have read all the propositions for the solution of the question of rapid transit that have appeared within the last few days in the Herald, and in my opinion all your writers have fallen into the error of sacrificing efficiency to a saise idea of cheapness. Not one of the railroads the nave proposed embracus a Comprehensive scheme; not one of them is a grand trunk line; not one a mighty artery running in the midst of a million and a quarter of people; not one of them could carry more than half the number of passengers my railroad could, and I doubt if one of them would in practice carry one-fourth as many, and not one of them could attable more than one-half not one of them could attak more than one-half the speed. Any one of them would indirectly destroy or seriously injure five or ten times the amount of property that mine would, and could not tail to be a calamitous public nuisance. In addition to these objections such railroads will not permanently satisfy a great people, and if a railroad is to be but a temporary one the prospective price of old from would be a question of sufficient gravity to deter any prudent capitalist from investing.

tive price of old from would be a question of sufficient gravity to deter any prudent capitalist from investing.

So weighty is this question of rapid transit that I am of opinion that the eyes of the civilized world will eagerly waten the steps of New York, which is predestined to take the lead in this matter. The interest, however, for reasons before stated, will be chiefly attracted in America. No sooner will New York have commenced to build her railroad than the other large cities in the Union will commence to examine their own configuration and endeavor to discover whether it will admit of a steam railroad. Rival cities will be especially on the alert. Chicago will jealously waten St. Louis and St. Louis jealously watch Chicago, and if one has a steam city railroad the other one must. The size and shape of New York more imperatively demand rapid transit than in any city in the world, and she has by far a more splendid chance of building a good paying railroad than any other city.

Now, Sir, I beg again to advocate my views, as detailed by me in your issue of the 22d inst. The railroad, as there described, is a mighty artery running right through the entire length of New York and Brooklyn (I include Brooklyn advisedly, for reasons which I will presently explain), and a railroad that will carry twice as many passengers and carry them twice as swiftly as any other city railroad in the world. It is a railroad that may branch out north of Central Park and cast of Brooklyn, and bring a million acres of fand within an hour of the new Post Office, besides necommodating most of the internal transit of the present population of New York and Brooklyn. It would

be unreasonable to suppose that New York will not grow vastly larger that side is now; indeed, it can be no idle chimera to imagine she may be the lature centre of the world. Surely this railroad is not too big for this great country; it will not eventually be too big for New York; indeed, it would not be too big for New York; indeed, it would not be too big for New York; indeed, it would not be too big for New York; indeed, it would not be too big for New York; indeed, it would not be too big for New York; indeed, it would not be too big for New York if it could be made and finished to-morrow. It is difficult to form an idea of the amazing progressive strides this railroad would enable New York to take.

Any reasons for including Brookly in the railroad ap owerful railroad such as I have described running from the Battery northward, and Brookly not could be so apathetic as not to build a railroad to compete, in four or five years grass would be growing in many of the streets of Brooklyn that are to-day busy with traffic; for what manner of man would live in Brooklyn when he could not move laster than six miles an hour when there was a city (with lots of room for him) within a mile of him, where he could travel at the rate of thirty miles an hour. Or, suppose New York adopted one of the feeble modes of transit that has been proposed of late to the Herald, and Brooklyn, on the other hand, was enterprising enough to construct a powerful railroad such as I have described, she would place her suburbs nearer to the business parts of New York Nothing can prevent Brooklyn competing with New York for the people, and the competing with New York for the people, and the competing with New York for the people, and the competing with New York railroad, instead of having distointed railroads that will compete against each other and themselves?

Allow me to further trespass on your space to add a lew remarks with reference to Mr. G. R. Nash's letter in Tuesday's Herald. I magine some misprint or error has occurred. I have not

An Iron Tube Shore Road-Utilization of Sewage.

TO THE EDITOR OF THE HERALD :-

As you have thrown open your columns for the discussion of the question of "rapid transit" I am induced to submit a plan which will, I think, meet all the requirements of the city, and be at once cheap and practicable.

The principal objection to the construction of an underground road is the danger to property along the line from deep excavations. In this island the grade of such a road, constructed through the centre of the city, would be changeable to suit the topography. An elevated road will, on the other hand, depreciate the value of property, besides being a nuisance and a danger.

It is necessary to adopt a plan that will embrace all the advantages, with as few of the objections as possible. I therefore suggest an underground shore road-that is, a road running close to the water fronts and encircling the whole island. This road can be carried in a cast iron tube, lined with brick or artificial stone, and laid so that the roadbed would be from eight to ten feet below low water level. Where soft or yielding ground is met carry the tube on piles. The shell being put to-gether in sections can be rendered perfectly water tight and kept so, while the interior lining will re-sist any tendency to collapse from outside pres-sure.

sist any tendency to collapse from outside pressure.

The iron tunnel will intercept the sewerage so much the better, and an enericing sewer must be built which will collect the sewage matter and prevent it irom choking our harbor at a rate of deposit of over 2,000 tons per day. This sewage should be soid for manure, and would bring the city irom \$500,000 to \$1.000,000 per annum, while the health of our most densely populated sections of the city would be improved, because the waters of the rivers would cease to be the receptacle of the sewage of the city. Our docks are yet unbuilt and our sewage system dejective. My plan will not interfere with the former, but will compet the improvement of the latter, and, if necessary, all three important works can go on at the same time.

time.
I notice that the Herald editorially suggests the

I notice that the Herald editorially suggests the shore route as the best. The Herald is right, because the new road should be built for the accommodation of the largest class that would use it, and that is resident along our river fronts on the east and west sides of the city.

The ventilation didiculty is one easily gotten over, for every gas lamppost along the line can be converted into a ventilator, and all, combined, would keep the iron tunnel free from foul air. London has built quite a length of her underground road along the Thames Embankment, and residents of the Strand and even of the district between that street and Oxford street use the new road. New York's encircling road would be convenient to all parts of our narrow island—to the ferries, markets, &c.—and would be nearly level throughout.

I have endeavored to condense my proposition so as not to occapy your valuable space; but, authough it is put in a skeleton form it contains

so as not to occupy your valuable space; but, aithough it is put in a skeleton form, it contains the leading points in the plan suggested. Respectfully. JEROME J. COLLINS, C. E. NEW YORK, Jan. 29, 1874.

An Iron Suspension Road.

TO THE EDITOR OF THE HERALD:-I submit for publication my solution of the apparently perplexing question of rapid transit for this city. It is simple, practicable and cheap, it consists of a series of suspensions mounted on plate iron columns of three feet in diameter at the ase and a terminal height of sixty-five feet; lineal distance apart, 200 feet; lateral distance, twentyfive leet. At points where running through and parallel with streets, to set at edge of curb on each side of same; at points where running through or over buildings, confined to above distances apart. The mean elevation of roadway to be forty feet from surface; the head of columns supporting the surface; the head of columns supporting the suspension cables, they having an anchor ge de-pendent on the weight of the three succeed-ing and three preceding suspensions or spans, each consecutive span or suspension finding an anchorage in like manner, each terminus being anchored in the customary manner for suspen-

anchored in the customary manner for suspensions.

I find by careful computation that the weight of my pian, including capies and excluding columns, will not exceed 1,000 pounds per lineal yard, or 35 tons per section of 200 feet, and, arranged according to my pian, with precautionary views to expansion and contraction, will be self-supporting. This leaves the entire strength of cacles for sustaining whatever load there may be placed thereon, to an extent of 210 tons, or the weight of the six sections that form the anchorage of each span. (This is figurative, as the line of tension operates obliquely and would sustain nearly twice that amount.) Taking into consideration that most of heavy machinery costs only from fifty-on to twenty cents per pound, this could not exceed fifteen cents, or \$10,000 per secol-2n, or \$264,000 per mile, and sitty-four comments, five tons each, at \$240 per ton comments, or scale, or \$46,000 per mile. The foundations, for each column say \$500, would cost \$10,000 per mile could be built a substantial double track railway, beautiful in appearance and perfect in appointment.

This, too, without obstructing in any manner the streets of avenues, and necessitating but little demolition of buildings. For instance, take a route from Futton street, up William to Chatham, over and through buildings to Muberry and Canal, thence to Howery and East Houston and through between the blocks of Second and Third avenues to Harlem. By carrying it the forty feet above surface would insure its passage over many of the buildings on the line, causing little need to purchase property if the proper charter privileges were allowed. Sy suggestion is but one of many that have come before the public, to whom, for what it may be worth, it is given, with a wish that this knotty problem of quick tragist may soon be solved. Yours, very tray.

W. B. SNOW, Consulting Engineer. I find by careful computation that the weight of

A Depressed Road Through the Blocks. TO THE EDITOR OF THE HERALD:-

Having invited information on the rapid transit question, I would call your attention to the fact that the plans proposed in your columns by Mr. Minton are in no way new, but are an imperiect description of the plans as proposed by John Schuyler, C. E., in 1867, as will be seen by reference to the report to the Senate, of a special committee, dated January, 1867, being Senate document No. 28. His plan was to run the road through the blocks, depressed so as to be below the level of the streets, without changing the grade, a bridge streets, without changing the grade, a bridge being in the place of the present pavements. The road to occupy the yards and the basement story, so as not to require the removal of any buildings, or rendering the first floor unfit for use, but leaving the buildings so that they will be mily available for business purposes as at present. This plan is by far the best that has been devised for convenience, comtoff, practical utility and economy. It will destroy no property nor impedente present travel. The roadbed will be out of sight, on terra firma, and sale. It will not require an enormous amount perannum to keep in repair, as would an elevated road, but when once built would last for all time ("terra firma being good

enough for a roadbed"), not requiring any propping up or bracing, as would those elevated in the air, to keep them from failing to pieces, thereby entailing a large annual expense upon the company and danger to the public. If your correspondent, "W.," or others will call on the subscriber at No. 11 Wait street they can see all the plans and drawings of a depressed road such as Mr. Minton has tried to describe.

It is to be hoped that the public will soon see that the most simple and easy plan is the best, and that they are wasting time in discussing the visionary schemes that propose to hang a rairoad in the air instead of on the earth, where it belongs.

CHARLES H. ROOSEVELT.

NEW YORK, Jan. 29, 1874.

CHEAP TRANSPORTATION ASSOCIA-TION.

Annual Meeting and Election of Officers-Mr. B. P. Baker Chosen Prestdent-Centralization of Trade and Freight Elevators Necessary to Retain New York's Commercial Supremacy-

A "People's Highway" to the West.

The annual meeting of the New York Cheap

Transportation Association was held yesterday
afternoon, Mr. John F. Henry in the chair. Mr. Thurber was elected temporary secretary.

Mr. Baker stated that at the opening of the polls for the election of officers a list of names was submitted by the Nominating Committee, but would like to hear the formal report.

Mr. J. H. KEMP submitted the following official list of the names of directors which had been nomi-nated:—William Duryea, H. B. Claffin, John M. Hughes, E. R. Durkee, George C. Collins, Charles Bellows, C. T. Raynolds, R. P. Bruff, John H. Kemp, W. H. Wiley, John D. Wing, James Haines Drake, Mayer Lehman, James Pyle, E. F. Browning, F. D. Moulton, S. M. Parker, John Dwight, B. G. Arnold, F. B. Thurber, Franklin Edson, John F. Henry, B. P. Baker, Charles E. Hill, Charles Pratt, W. S. Fairfield, George L. Trask, David Bingham, D. J. Marrenner, Edward Hincken, Simon Sterne, James S. Barron, C. F. Wyman, E. J. Martin, Sigmund Jacoby and George Brown.

The report was confirmed and the above named

gentlemen unammously elected as directors. ELECTION OF A PRESIDENT.

CHAIRMAN suggested a recess of five minutes for the nomination of the President and the other officers by the directors. The following resolution, however, was offered by Mr. C. E. HILL and adopted before this suggestion was carried out:-

Resolved, That this association carnestly proteagainst the passage of a bill recently introduced into t Legislature of this State, by which it is proposed in terially to increase the capitation tax now levied upenigrants arriving at this port, as an increase most wise in policy, hostile to the commercial interests New York, and for which no adequate necessity in been shown to exist.

After recess the Committee on Nominations submitted the following names:—B. P. Baker, for President; H. B. Claffin, John F. Henry and Frank lin Edson, for Vice Presidents; F. B. Thurber, for Secretary, and E. R. Durkee, for Treasurer. They

Were elected unanimously.

Mr. Bakes, on taking the chair, paid a handsome

were elected unanimously.

Mr. Baker, on taking the chair, paid a handsome compliment to the ability of the late President, Mr. B. B. Herman. While they were laboring for the promotion of this great cause of cheap transportation they should never cease to remember that it was their imporative duty to benefit their city first, their country next. They had no desire to criticise unjustly the acts of any railroad company, but it was their aim to retain for New York the trade which belonged to her. No member of the management had, during the past year, an axe to grind, to his knowledge, but they had all been animated by the hope of serving their fellow citizens and benefiting this great and prosperous city.

Mr. Baker submitted the report of the Committee on Terminal Facilities. The committee stated that they had given directions for the gathering of all statistics of any interest. The array of figures presented by the Assistant Secretary, unon whom this duty had devolved, made the necessity of improved terminal facilities still more apparent. This harbor, possessing unsurpassed natural advantages, was susceptible of vast improvements in the dock and warenouse systems, and also in transfer facilities, which would enable the merchants of New York to vie in cheapness and safety with those of any other city in the country. This city, not yet arrived at the full measure of her greatness, was now threatened with a great danger. Other cities, by increased facilities, had made rapid strides toward securing part of the trade of the West which once came to New York. Increased facilities for handling freight only could avert this danger. The committee believed that the plans for the improvement of the water frontage should embrace the building of freproof warehouses on the piers, and that an ejevated double track railroad for the transier of reight of the trade of the West which once came to New York. Increased facilities for handling freight only could aver this danger. The committee believed that the plans for the improvem

estimated that the loss by dealing under the present system was two per cent, beside the cost of cartage and other expenses, which were twice as much as they need be. Such a general cotton depot would do much good.

As regards grain, large and proper elevators or warehouses should be built, where the ships and cars could unload in a few minuses, as they did in Chicago. It was admitted in all hands that they must have these grain elevators if they would keep their grain trade. The elevators should be provided with separate bins, of such size as to permit all the grain arriving to be bulked, if necessary, according to grade. This association should take proper measures to place New York on an equal tooting, in regard to terminal facilities, with every other city in the country, in order to read in its supremacy of commerce.

Mr. J. N. KEMP moved to print the report for distribution. Adopted.

Mr. J. N. KEMP moved to print the report for distribution. Adopted.

A PLEA FOR COMMODORE VANDERBILT.

Mr. CHARLES C. HILL said it had been a cause of complaint that Commodore Vanderbitt allowed so much irregat from the West to go to Boston Instead of coming here. But for this diversion to Boston Commodore Vanderbitt was not responsible. The complaint that Commodore Vanderbilt allowed so much freight from the West to go to Boston Instead of coming here. But for this diversion to Boston commodore Vanderbilt was not responsible. The Commodore's lacilities for freight did not exceed 250 cars, and if he had 300 cars to discharge ne would be scriously embarrassed. The public mind should be disabused of the erroneous impression that this association was arrayed in hostility to the railroad corporations. This was a false impression, which was predicated upon the idea that the association would everstep its own constitution. No; it merely sought to attack only the wrongs and not the rights of these corporations and all freight monopolies. Against the wrongs in railroad transportation, if there be any, the association could and would prevail. (Applause.)

The Transverge, in submitting his report, stated jocosely that he was happy to say the Association had never been out of funds. He had received \$1,995 daring the last year, and expended \$1,414, the balance on hand amounting to \$511.

The Committee on Grievances reported that it had successfully defended several claims.

The Committee on Railways reported favorably in regard to the broposed

"PEOPLE'S PREIGHT RAILWAY"

from New York to the Missouri River. This scheme had the advantage of asking no aid from government and the railway was to be built for hard cash. It was expected that persons interested in rapid transit would take a great deal of the stock. The road should be a people's highway, and the "tolls" should merely be sufficient to pay expenses and ten per cent interest on the actual cost of the road, it would effectually stop the "watering" of stock and all other swindies and show how cheaply freight could really be carried. The report was placed on file.

The Secretary stated that a scheme for a combination between the Central, Hudson River, Erie and Pennsylvania Central railroads for iregint transportation from here to Pittsburg and to Bulfalo was on foot, but the agreement had not yet been cons

been consummated. It was not necessary for the association to take any action in regard to the matter.

The delegation appointed to attend the National Convention of the American Cheap Transportation Association held in Washington, reported that twenty-two States and Territories were represented, constituting a perfect national council in regard to the transportation interests of every section of the country from the Atlantic to the Mississippi and from Canada to Mexico. They also found that certain leading railroad monopolies had COVERTLY SECCEED A REPRESENTATION in the Convention, just as they did at the Convention of the National Board of Trade in Baltimore, Members of the last-mentioned body had openly admitted that the results left far short of their intentions through the covert influence referred to. Each committee was allowed to elect its chairman, which tended to secure a lar more complete expression of the views of the Convention than might nave been obtained by the observance of the usual parliamentary rule. Various projects for accomplishing cheap transportation, both by rail and water, were discussed at length, and the final conclusion of the Convention, as set forth in the report of the Transportation Committee (already published in the Heraldo, had net their cordial approbation.

After transacting some business of minor impor-

approbation.

After transacting some business of minor impor-tance the meeting adjourned.

AN ADVANCE IN ALE.

At a general meeting of the ale brewers of New York, New Jersey and vicinity, held at the office of the Brewers and Maltsters' Insurance Company, it was resolved to advance the price of ales on and after February 2, 1874.

A N ESTABLISHED BOARDING HOUSE FOR SALE A cheap—Down town, close to Broadway, and con-stantly filled with good paying boarders, at a low rent Apply to THOS. GAPPNEY, Auctioneer, No. 6 Centre st. A PLOUBISHING COUNTRY STORE—BUSINESS for sale; rent low: good location; only a small capital required; yearly sales over \$25,000. Address T. S., Herald office.

A FINE OYSTER SALOON AND CHOP HOUSE for sale—At a sacrifice; best business location: also mown Sample Rooms, Cigar Stands. MITCHELL'S Store Agency, 77 Cedar street. A FINE CIGAR STORE FOR SALE—AT LOW price: also Laquor Stores, on all business streets and avenues; Billard Salsons, Lager Beer Salsons, MITCHELL'S Store Agency, 77 Cedar street.

A FIRST CLASS MEAT MARKET FOR SALE cheap—Does a splentid business; also Grocery stores. Bakeries, Confectioneries, Stationery, Variety, Fancy Goods Stores, Drug Stores.
MITCHELL'S Store Agency, 77 Cedar street. A N OLD, WELL ESTABLISHED FLOUR AND FEED Store for sale—On good avenue; west side; would take a partner. For particulars address FEED, station G.

A WELL LOCATED GROCERY AND LIQUOR Store for sale, cheap-in the Fourteenth ward, doing a good business, at a low rent, with Booms attached. Apply to THOMAS GAFFNEY, Auctioneer, No. 6 Centre street. A N EXCELLENT AND WELL LOCATED FAMILY Liquor Store, 329 West Seventeenth street, doing A Liquor Store, 329 West Seventeenth street, doing a good business, if nos sold this day privately will be sold to-morrow at anction. Apply on the premises or to THOS. GAFFNEY, Auctioneer, No. 6 Centre street.

A -THAT FIRST CLASS LIQUOR AND LAGER at half value; trade proved by brewers' books. Apply on first floor, or to LLOYD, 75 West Broadway.

A .- FOR SALE (BEST LOCATION IN CITY), A FIRST A. class Sample and Cigar Saloon; average business \$35 daity; cheap for cash. Apply to LLOYD, Auctioneer, 75 West Broadway. CORNER LIQUOR STORE FOR SALE CHEAP-Long lease and low rent. Apply to MORAN & BRO. 240 East Twentieth street.

DRUG STORE FOR SALE.—BY VIRTUE OF A CHAT-tel mortgage I will sell on Monday. February 2, at twelve o'clock, the handsome, well fitted Drug Store cor-ner Forty-second streng, at public sale, J. R. CYFERT, 159 East Thirty-ninth street, Mortgagee FOR SALE-A FIRST CLASS BUTCHER SHOP, AS the owner is giving up the business. Apply at No. 10 South Fifth avenue.

FOR SALE—A WELL LOCATED, OLD ESTAB-lished corner liquor store on Eighth avenue. In-quire of F. R. HEALY, 133 East Thirty-third street. FOR SALE-LIQUOR STORE AND FIXTURES, BY JAMES BRADY, corner 128th street and Broadway FOR SALE-LEASE, STOCK AND FIXTURES OF A P first class Liquor Store on one of the principal avenues; casy terms. For information inquire at No. 16 Centre street,

FOR SALE-FIRST CLASS RESTAURANT, DOING a good business: a great sacrifice. Call and see at a good business; a great sacrifice. Ca East Thirteenth street, near Broadway. FOR SALE-ONE OF THE BEST OYSTER HOUSES on Eighth avenue: long lease and cheap rent. In quire of Capain VAN WART, No. 109 Eighth avenue. FOR SALE—THE FIXTURES AND LEASE OF A Grocery Store, in one of the best locations in this city; good reason given for selling. Address, for one week, J. A. C., Herald office.

FOR SALE-A GOOD BUTCHER SHOP, VERY cheap. Inquire at 229 Navy street, Brooklyn. POR SALE-WASHINGTON MARKET CORNER RE tall Meat Stand. Apply to ABM. LITCHULT, 248

FIRST CLASS GROCERY STORE IN BROOKLYN-Good cash neighborhood, old established, doing trade of \$35,00) per year; will be sold reasonable a owner has other business; price \$15,000; five years' lease Address M. E. W., box 173 Heraid office.

HOTEL FOR SALE-90 ROOMS, FURNISHED, good lease; near Grand Central depot; cheap rent. Apply on premises. ANDERSON'S Hotel, Forty-fourth street, between Lexington and Fourth avenues. NOTICE TO CONTEACTORS.—FOR SALE, TWO Pile-driving Frames, two Hoisting Engines, 28 iron Tubs for hoisting arri, &c.; also one berrick, Guys and Rigging complete. Address R. M. P., No. 221 Jay street, Albany, N. Y.

RESTAURANT, OYSTER HOUSE AND BAR FOR sale cheap—bwing to sickness of owner: established 18 years and doing a large trade; best location on Broadway. Apply to N. QUACKENBQS, Counsellor-at law, No. 7 Warren street, room 12.

SAFES.-A PULL ASSORTMENT OF NEW SAFES OF the best city makers; will sell below manufacturers prices for cash or approved merchandise.

B. BLOOMINGDALE, 44 West Broadway. SAFES-CHEAP, FOR CASH—HERRING'S, MARVINS and Wilder's; all sizes; two insurance Safes, with burgiar proof boxes; large banking Safe chean. Lillie SAFE COMPANY, 81 Madden lanc.

\$1.000 WILL BUY A FIRST CLASS ALE, License, Lease of hour, kitchen Utensils; everything in first class order. Apply at 141 Fourth avenue. Also Furniture included.

MACHINERY.

ALL SIZES AND STYLES OF SECOND HAND ENgines, Boilers, &c., thoroughly renovated and
cheap; illustrated circulars; Machinery bought and exchanged, E. E. HOBERTS, Consulting Engineer,
2. Broadway,

DOBSON'S PATENT SCROLL SAW MAKES 1,100 strokes per minute and is the best manufactured; satisfaction guaranteed. Send for circular.

JOHN B. SCHENCK'S SONS, 118 Liberty street.

MACHINERY FOR SALE CHEAP.—1 FIVE BOLL Paper Calender, 2 Jute Cards, Spinning, Roving, Drawing Framers, Looms, Fixtures, &c.; 2 224 horse power Tubuiar Boilers. JOHN M. CLARK, Dover, N. H. PARTIES NEEDING STEAM POWER, EITHER STA-tionary or portable, are invited to examine our im-proved Engines and Boilers, in practical operation, be-tore deciding. HAMPSON, WHITEHILL & CO., 38 Cortlanut street, New York.

POWER PRESS WANTED.—WANTED IMMEDIATE.
ly, a medium sized Power Press, in good order.
Address PRESS, Herald office. UTICA STEAM ENGINE COMPANY, --PORTABLE and Stationary Engines, Boilers, Saw Mills, &c., always on hand and for sale at 42 Cortland street, G. G. YOUNG, General Agent.

WANTED-A SECOND HAND OTIS ELEVATOR with Engine, complete.
COOK BROS. & McCORD, 504 West Thirty-eighth st. WANTED-A STATIONARY STEAM ENGINE, IN good order, from 60 to 70 horse power: Address JOHN W. WILSON, Jr., box 197 Herald onice.

WANTED-BOILERMAKER'S POWER SHEARS AND Punch; also 19 horse portable Engine and Boiler. Address box 224 Mott Haven (N. Y.) Post office.

WATERTOWN STEAM ENGINE COMPANY—HAVE on hand and for sale Portable and Stationary Engines, Saw Mills, &c., at 42 Cortlandt street. WANTED-CHEAP, A POWER PRESS, IN GOOD order. Address, stating price and where it can be seen, JOHNSTON BROS., Siz Broadway, N. Y. WANTED-A SECOND HAND BAXTER STEAM EN-gine, 19 horse power. Address JOHN WEST, care of Gambrill & Richardson, 57 Broadway.

NOTICE TO CREDITORS.—ALL CREDITORS OF THE assigned estate of Clarence S. Wallace, are requested to exhibit their claims to M. L. La Branche, assigned at the office of Miron Winslow, Attorney at Law, No. 69 Liberty street, in the city of New York, on or better the 24 day of February, 1874.

M. L. LA BRANCHE, Assignee.

RILLIARDS.

1.—STANDARD AMERICAN BEVEL TABLES AND the Phelan & Collender Combination Cushions, sale only by the patentee, H. W. COLLEAD BER, suc-esor to Phelan & Collender, 738 Broadway, New York.

A CHOICE SELECTION OF NEW AND SECOND-hand Tables with Delanys' patent wire cushions, the great desideratum in Hillards, for suc. by W. H. GRIFFITH & CO., 40 Vesey street. Decker & Co., Succession To Kavanagh & Decker, offer for sale standing assortment of Biland Tables and trimming a at extremely low prices, at the old stand, corner Canal and Centre Streets.

A - WFEKLY AND MONTHLY PAYMENTS FOR PERTHWAIT & CORPOSE and Bedding, at S. M. COW-PERTHWAIT & CO. (S. 155 and 107 Chatham street. An immense stock and low prices.

A LARGE ASSORTMENT OF CARPETS, FURNITURE A and Bedding, at lowest cash prices, by weekly instal-ments, at O'FARIGELL'S warehouse, 410 Eighth avenue, between Thirtieth and Thirty-first streets. A MAGNIFICENT ASSORTMENT HOUSEHOLD. Furniture for sale.—Superb Grand Buchess Suit, covered sik brocade, cost \$500, for \$.00; do. \$100, do. \$40; Planotorte, \$20; Etageres, Catpnets, Panning Carpets, Bronzos, Mirrors: chamber, dining Furniture; sacrifice; property of family leaving city. 36 West 15th st., gear 5th av.

A HOUSE TO LET-FURNITURE AND CONTENTS A. for sale; furniture made to order: in use since last May; comprising as follows, in lots to suit;—Punotorte, 5209: Parior Suits, latest styles, cost \$500, for \$259: pinsh Suit, H preces, \$1.5; rep Suit, \$45; 200 yards Carpet, 59c, yard; Etageres, Center Tables, Bedroom suits complete, Bedsteads, Dressing Cases, sureaus, spring and hair Nattresses, Buffet, "Xttension Table, Chairs, &c. &c. Call at residence 120 West 23d street, near 6th avenue.

CASPETS AND PURNITUIES AT THE LOWEST cash prices; weekly or monthly payments taken.

386 Third avenue, between 27th and 28th streets.

FOR SALE—A HANDSOME DARK WOOD PARTI-tion, with glass top, suitable for a bank or broker's office; can be purchased at a reasonable price. Inquire at No. 9 Pine street, first floor.

GOOD SECOND HAND AND MISFIT CARPETS, ALL I sizes, rich patterns and fine qualities: Figlish Brussels, three-ply and ingrain, very cheap, at the old place, 112 Fullon street, between William and Nassau. SEVERAL LOTS OF HOUSEHOLD FURNITURE FOR sale at a bargain for cash; used for a short time.
HINE, COLE & GRAY, 536 sixth avenue.

EYES AND EARS.

A RIIFICIAL HUMAN EYES.—J. T. DAVIS, IN venter and only maker of the improved Artificial Human Eye, ac snowledged by the faculty to be the only correct initiation or nature in the world. 127 East Fitteenth sireet, between Third and Fourth avenues.

A RIPICIAL HUMAN EYRS.—WILLIAM H. REID A distructor of Bauch & Gougelmann), 106 East Eleventh street, between Third and Fourth avenues, warranted best made. N. B.—told eyes re-cuamofiled.

TO LET FOR BUSINESS PURPOSES.

GREAT REDUCTION IN BENTS. WITH A VIEW TO SECURE ELIGIBLE TENANTS FOR THE FEW OFFICES NOW REMAINING UNLET IN THE BENNETT BUILDING THE RENTS HAVE BEEN REDUCED, AND FIRST CLASS TENANTS

MAY OBTAIN OFFICES AT VERY LOW RENTS. TO INSURANCE AND BANKING OFFICES IS NOW PRESENTED AN UNUSUALLY FAVORABLE OPPOR. TUNITY TO SECURE ELIGIBLE OFFICES, ON MOST FAVORABLE TERMS.

THE ABOVE BUILDING IS COMPLETELY FIREPROOF BEATED BY STEAM, TWO ELEVATORS.

ALL MODERN IMPROVEMENTS. TNOUTER OF

NO. 2 PINE STREET.

A BUILDING TO LET AT ONCE-SIZE, 50X100 feet. Apply at Lessie's Boiler Works, 36 and 38 Pearlstreet, Jersey City, very near the ferry. A STOR PLACE HOTEL TO LEASE FAVORABLY A Over 100 suits of rooms, stores, restaurants, basements; most sightly and centrally located, facing Broadway, between Cooper Institute and Bible House, Apply at 27 Third avenue.

A FINE LOFT, 50X100, WITH OR WITHOUT STRAM power, to let; also a fine Store. Apply at 35 and 37 Wooster street. A NELEGANT SALESROOM ON THE FIRST FLOOR
on Union square, west side, to let. Apply to E. H.
LUDLOW & CO., No. 3 Pine street or 35 East Seven-

BUTCHER STORE TO RENT-WITH FIXTURES; ready for business; location good; rent low. Apply to LOUIS A. DA CUNHA, 172 West Forty-fifth street. FIRST CLASS SAMPLE ROOM TO LET OR FOR sale, with Fixtures, cheap; Broadway, west side, between Fhirtieth and Thirty-first streets; satisfactory reasons given for selling. BUTLER, 1.233 Broadway.

O'NE OF THE FINEST STORES ON THE BEST PART of Third avenue; plate glass from, with or without Fixtures; rent reasonable.

W. J. HARPER, Sol Third avenue.

STORES TO LET IN NOS. 211, 213 AND 215 MOTT TO MANUFACTURERS,—15,000 FT. OF FLOOR ROOM to let, with steam power; will erect Buildings for responsible parties; nower to any extent furnished. Apply to H. W. GREENE, 250 Flymouth street, Brookly.

TO LET-A FIRST FLOOR, THREE ROOMS DEEP, I for business and dwelling, in good repair: possession at once: location good. Inquire on premises 391 Canal street, up stairs, from 9 to 3.

TO LET CHEAP—A STORE AND BASEMENT, WITH Fixtures, most suitable for confectionery and pastry; established since 1854. No. 131 avenue C. Apply to MAN-SUY DODIN, 155 avenue B, or to jaintor, or the bremises. TO LET—STEAM POWER, WITH SHOP ROOM; ONE room about 30x100, one 30x80, and basement; one 30x100 and basement; one 30x100 and basement; good light. Inquire of GARDNER & CO., 330, 332, 334 and 336 East Sixty-first street, or 371 Pearl street. TO LET-A FINE STORE, WEST SIDE OF THIRD

A avenue, next to the corner of Seventy-eighth street, now occupied as Inney and dry goods store. Apply to JOHN McGLYNN, on the premises. TO LET OR LEASE-334 FOURTH AVENUE.-HOUSE 1 and Store; have been put in complete order; immediate possession. Apply to JAMES INGRAM, 344 Fourth avenue.

TO LET OR LEASE FOR BUSINESS PURPOSES— The Premises No. IT East Pourteenth street, between Union sentare and Fifth avenue. Apply to E. H. LUD LOW & CO., No. 3 Flue street or 35 East Seventeenth st. WANTED-TENANTS FOR DESK ROOM IN ONE of the finest offices in the city. Call at rooms 3 and 4. 407 and 409 Broadway. WILL RENT TO A RESPONSIBLE PARTY FOR

business purposes, or to one that understands restaurant business, the favorably located Restaur and Bar, northwest corner Elm and Canal streets, block east of Broadway. 36 WEST THIRTY-PIFTH STREET.—FIRST FLOOR in English basement house to a physician or dentist; all modern improvements and conveniences, hot and cold water, &c.; rent moderate; references required.

DWELLING HOUSES TO LET Furnished.

FIRST CLASS BROWN STONE HOUSE, NEAR Fifth avenue, fully and handsomely furnished, ele-tity frescoed, to a private family only. Hine, Oule & Gray, 356 Sixth avenue. BROWN STONE FOUR STORY HOUSE, IN PERFECT

D order, completely and handsomely furnished: neighborhood Firth avenue and Ninth street; rent \$2.0 per month. Inquire in drug store, 138 Sixth avenue. TO LET-106 WEST THIRTY-SECOND STREET, ONE door from Sixth avenue, a three story House, furnished, or Furniture for sale. Possession immediately.

Unformished.

A T \$50 fo \$120 PER MONTH.—DWELLINGS AND Stores, 12 to 21 rooms, near Broadway; modern im-provements; elegantly freecod and painted; possession immediately. Apply at 27 Amily street, mernings. A SMALL, NEAT, THREE STORY HIGH STOOP, at 155 West Tenth street, with modern improvements, newly painted; none but respectable; reduced

TOTTAGE TO LET, EIGHTY-THIRD STREET, 331. Whine rooms; good location; rent moderate; baleony courtyard Inquire at 333 Eighty-third street or 23 Chain bers street, room II, between II and I o'clock. COSEY LITTLE BRICK HOUSE, 146 WEST TWENTY-sixth street between Sixth and Seventh avenues, to let to a respectable family only. Rent 360 per month. Possession immediate.

HOUSE AND PARTS OF HOUSES TO LET, CHEAP.

The Brick House, Ninth ward, all improvements; nic Cottage in Harlem, \$45. First Floor, Nineteenth stree near Sixth avenue; severalnice small Apartments, Nint avenue, corner Forty-eighth street. Apply at \$63 Hudso

HOUSE TO LET-FOUR STORY, HIGH STOOP, the brown stone front, 2,5x65 feet; No. 13 West Seven-teenth street, near Fifth avenue. Apply in the house. Possession given immediately. TO LET-THREE STORY HOUSE 304 LEXINGTON avenue, between thirty seventh and Thirty-eight) street, between Madleon and Fifth avenues; three story high stoop House 215 East 125th street, at a low rent. W. U. FLANAGAN, 133 Bowery.

TO LET-CHARMING FRENCH ROOF HOUSE, 7 I minutes from Liberty street terry, it rooms, every improvement; rent \$59 per month (half price) to May L. Apply to A. M. CAPEN, 361 Broadway. Unfunns with all modern improvements, in 110th street, near fifth avenue, opposite Central Fart. HINE, COLE & GRAY, 536 Sixth avenue.

FURNISHED ROOMS AND APARTMENTS TO LET.

A FURNISHED ROOM TO LET-AT 17 EAST A NEATLY FURNISHED LARGE FRONT ROOM TO let, for housekeeping, at \$4 50 per week. Call at 555 Hudson street.

A NEW AND NEATLY FURNISHED SECOND story Room, with pantries and gas, to single gentiemen or gentleman and wife; house has all improvements. Isl West Twenty-ainth street. A LARGE, WELL FURNISHED ROOM FOR LIGHT housekeeping, second door, tront, \$5 per week. Also one other Room for light housekeeping; house private. 171 East highty seventh street.

A HANDSOMELY FURNISHED FRONT SUIT OF Rooms-Very cheap to unexceptionable parties and prompt pay; convenient to good restaurants, cars and libraries. Apply at 737 Broadway, office 9.

A FURNISHED BASEMENT TO LET-ALSO A front and rear Room, on second floor; bath, gas hot and cold water; at 13 Varick place, between Houston and Bleecker streets.

FURNISHED ROOMS AT LOW PRICE, WITH USE of plano. No. 8 Cottage place, near Bleecker. Lessons in writing; copying. HANDSOMELY PURNISHED PARLOR AND BED-room, also single Room, for gentlemen, without board, in the new first class house 639 Seventh avenue, junction of Broadway and Forty-tourth street.

No. NEILSON PLACE.—FLOORS AND ROOMS to let, furnished and unturnished, on moderate NICELY FURNISHED FRONT ROOMS TO LET, with convenience for housekeeping: also hall Bedroom. 242 Eighth avenue, near Twenty-third street. TO LET-TWO FURNISHED ROOMS: MODERN IM provements; terms moderate. 102 West Twenty eighth street, near Sixth avenue. TO LET-A FURNISHED SECOND FLOOR IN PRivate house; respectable location. No. 327 East Fit teenth street (Stuyvesant square). Efference required

TWO FURNISHED ROOMS—FOR LIGHT HOUSE. keeping, at \$6.50 per week; gas and water; also a Room to a single gentleman, at \$2 per week; house quiet; family small. 63 Barrow street, near Blecker. \$4 50. -PARLOR, BEDROOM AND KITCHES *PT OU. (en suite), furnished for housekeeping; convenient to cars and stages; central apartment house. 123 Forty-fourth street, between Lexington and Fourth avenues.

G ABINGDON SQUARE, HUDSON STREET.—TWO pleasant Rooms on second floor (one large and the other small), connecting, to let, turnished, to gentlemen or for light housekeeping; all conveniences; rent low; references.

7 WEST FOURTEENTH STREET FURNISHED Rooms without hoard; second floor Parlor and Bedroom adjoining; also Parlors and Bedrooms on second floor. 12TH STREET, REIWKEN SECOND AND THIRD avenues, No. 221.—Neatly furnished small Room, with closet and ans. to a gentleman, without board, \$3; house heated; good bath.

15 WEST TWENTY SIXTH STREET, OPPOSITE ST, James Hotel and two doors from Broadway.—An

10 James Hotel and two doors from Broadway.—As elegantly turnished front Parlor and Bedroom to let; ho and cold water; southern exposure. References. 20 EAST TWENTY SECOND STREET, BETWEEN Broadway and Fourth avenue, -liandsomely int-nished domain to let on the bathroom floor to gentlemen, without board, in a private lamily.

FURNISHED ROOMS AND APARTMENTS TO LET. 57 WEST TWELFTH STREET, BETWEEN FIFTH and Sixth avenues.—Single Rooms or Rooms en suite; breakfast if desired.

76 BARROW STREET, NEAR HUDSON.-PUR. without Board; gas and bath; private family; no mor-103 WEST THIRTKENTH STREET.—SECOND gas and bath; terms moderate.

110 MACDOUGAL STREET, NEAR BLEECKER.

bousekeeping, to let, to respectable small families. 114 EAST FIFTY-NINTH STREET, NEAR CENTRAL Frank,—A highly desirable and finely turnished french flat consisting of eight rooms on parlor floor, of a brown stone; terms moderate.

121 WEST FORTY-FIRST STEERT.-FURNISHED bousekeeping; gas, hot and cold water; location first class; terms \$6.

138 WEST FOURTH STREET, BETWEEN MAC-larnished hail Room also small Room on upper floor, with fireplace, to gentlemen, without board. 262 EIGHTH AVENUE, OVER DRUG STORE, Opnished Ploor convenient for light housekeeping; terms reasonable for quiet, permanent parties.

672 SECOND AVENUE, NEAR THIRTY-SIXTH closets, for houseker ng; gas and bath; good neighborhood. Also a Doctor's Office, which has been occupied four years.

UNFURNISHED ROOMS AND APART-MENTS TO LET. A N UNFURNISHED SECOND FLOOR TO LET-IN splendid condition, suitable for housekeeping, is private house 318 East Fourteenth street, near second av. A PARTMENTS IN FIRST CLASS TENEMENTS TO let at low reuts; rooms are all clean and ready for eccupation. Apply to housekeeper at 229 West Twenty-seventh atreet.

A SMALL PAMILY WILL LET THREE OR POUR Rooms without board, to adults. Apply at 57 West Thirty-fifth street, between Fifth and Sixth avenues. Highest references submitted. A.—TO LET—NEAR FIFFH AVENUE, FIRST AND accord French Flats, \$50 to \$100 per month; also everal small Flats above Firty-flith street; reats moderate to first class families; jaulter, elevator, halls heated, chandeliers. Apply to JAS. FETTREICH, 99 sixfn avenue.

A. -FLOORS OF 4, & AND 7 ROOMS EACH, ALL IN good order: water closets, gas fixures, &c. on each floor. One in corner hone, frooms, all light and newly painted in particelors; very gented entrance. Apply to MATTHEW BYRKES, 142 East Thirty-third st. A .-FURNISHED ROOMS, LARGE AND SMALL, Bond street. PRENCH PLATS—IN HANDSOME STONE BUILD-ing 238 Last Thirtieth street; First, Third and Upper Floors; six apariments on each; a bathroom and alt modern improvements. Inquire on premises.

TO LET-LOWER PART OF HOUSE NO. 315 WEST Twenty-first street, in good order; also one Flat in 33; all improvements, fine yard &c. Apply at 315, ice TO LET-SECOND PLOOR, NO. 162 WEST TWENTY. fifth street, to a small family of adults: cas, bathroom and suitable partries, the whole newly painted and papered. TO LET-IN NO. 7 MORTON STREET, NEAR Bleecker, new brown stone house, First Floor, six rooms; gas, marble mantlels, newly painted; rent \$33; Fifth Floor, \$26; all light. Inquire on premises.

TO LET-TWO LARGE FRONT ROOMS ON THIRD floor, all conveniences for light housekeeping, to small family; rent \$20, 1.372 Broadway. TO LET-A NEW FRENCH PLAT; POSSESSION CAN be had let of February; fanitor in attendance.
P. S. GOLDEN & CO., 957 Sixth avenue.

TO LET-THREE FLOORS IN THE BROWN STONE building No. 233 West Thirty-ninth street, between Seventh and Eighth avenues; rent from \$22 to \$30 a TO LET-IN NO. 335 WEST SEVENTRENTH street, five Rooms on third floor; gas, marble mantels; rent, \$26; two Rooms on fifth floor, \$10 50. TO LET-FIRST FLOOR, BASEMENT. KITCHEN and Bedroom. with gas; private house; all improvements; \$45 per month. Inquire at No. 150 West Twenty-nith street.

TO LET-FIRST PLOOR AND BASEMENT HOUSE No. 5 Garden row (frontling on a court running from Flevent street), near corner Sixth avenue; possession immediately. Inquire at 71 West Twellth street. \$14 PER MONTH FOR A PARLOR, BEDROOM and Ritchen, with stationary tub, wardrobes and closets. 1.547 Second avenue, between Eighty-second and Eighty-third streets.

BUSINESS OPPORTUNITIES. A PARTNER IN A PAYING MANUFACTURING Business, with \$6,000 capital; business reliable and profits positively assured; one to aitend the manufactur-ing and shipping preferred. Address B. L. C., Herald office.

A PEW SHARES IN A MANUFACTURING COM-pany that will pay from 20 to 40 per cent for sale at par; profits last year 40 per cent. Address box 3,131 New York Post office. A PARTY HAVING A LARGE AND NEVER-FAILING Water Power, with Buildings, close to rail and water communication, would sell of lease a part or all of the property, or take an interest in some profitable manufacturing business thereon. Address WATER POWER, box 109 Heraid office.

A FASHIONABLE HOTEL AND MINERAL WATER A Cure Establishment.—One or two competent Partners wanted, with irom \$25,000 to \$50,000 cach, to extend the different departments of a business well known throughout the country and profitably carried on the year round. Apply to GRIGGS, CARLETON & CO., 98 Broadway.

A PHYSICIAN'S PRACTICE IN THE CITY OF NEW A York, worth \$3.000 per year, for sale cheap, to a physician who speaks German and English. Address DOCTOR, Herald office. ANY GENTLEMAN SEEKING AN EXTRA OPPOR-tunity to invest capital, to be controlled by him-self, in a first class manufactoring and uper-cantile busi-ness may apply for particulars to RAFFALOVICH, 101 West Thirteenth street.

A RARE CHANCE,—A PARTNER WANTED, WITH \$500 cash, in a first class corner Liquor Store. Apply at 119 Waverley place, from 9 till 12. A FIRST CLASS, WELL SITUATED BUIGHER, Poultry and Vegetable Market on Eighth avenue for sale for cash. Apply to A. P. SMITH & BRO., 1,306 Broadway.

A MAN WANTED-WITH \$600 TO \$900, TO TAKE an interest in a good established Grocery, or will give good salary and security for money.

WARNER & CO., No. 5 Dey street. A HAT AND CAP OR GENTLEMEN'S FURNISH-ing store wanted, for which a \$3,200 first Mortgago will be given. LIVINGSTON & CO., 92 East Fourteeath street.

I WANT TO SELL ONE OF THE BEST PETROLEUM Jobbing Rusinesses down town, with an old, steady run of customers; necessary capital about \$6,000; no agents. Address PETROLEUM, Heraud office. MUST HAVE MONEY TO SUPPLY ORDERS FOR A new patent article, universally used and indispensably necessary to manufacturers; good investment address BEEKMAN, Horald office. THE INTEREST IN A FIRST CLASS CORNER GRO-cery for sale, on a leading thoroushfare in Newark, doing an Al trade. Apply to Mr. CROMEIN, 73 Mulberry street, New York.

THE FINEST CHANCE TO OBTAIN A BUSINESS Tyet offered is now open to an enterprising man. Don't buy a losing, run down business, but come and buy all the necessary Fixtures to carry on almost any business, at your own price, and thereby save your money, 10 A. M. to 5 P. M. 50 Rast Twenty-third street. WANTED-A PARTNER WITH \$500, IN AN OLD established Market on the best avenue in the city; references given and required. Apply at 160 Chambers street. BREEN & UO.

WANTED-\$5,000 TO \$10,000, TO INCREASE FACILI-ties for manufacturing made up silk goods. A party having abilities for selling or bookkeeping or ag special address FANIC, Herald office. W ANTED—A PARINER WHO INSTRUSTANDS THE Second hand Furniture Business must have a capital of \$1.00.as the advertiser has a like amount. Address E. R., Heraid Uptown Branch office.

\$10.000. -ACTIVE PARTNER WANTED-TO IN ness of Optical and Medical Instruments. Address O. M. J., box 107 Herald office.

CLOTHING.

A TTENTION :-\$50.000 IN CASH ON HAND, WHICH I will disburse for Wearing Apparel and Carpets; the receiving of an extraordinarily large order compels me to pay more than elsewhere. Flease call on or address Mr. or Mrs. ROSENKERG, 248 Seventh avenue, second house from Twenty-lourth street.

ASTROLOGY. A REAL ASTROLOGER-PROFESSOR LISTER, 43 years practice (27 in Boston), now at 329 Sixth avenue. Send for a circular.

GENUINE CLAIRVOYANT.—TRACES LOST property, absent triends, law suits and all businessirs. Mrs. JAMES, No. 101 East Thirtieth street. A GERMAN CLAIRVOYANT TRACES LOST PROP-erty, absent friends, lawsuits and all business affairs. Mrs. JAMES, 101 East Thirtieth street. A TIENTION.—CONSULTATION ON BUSINESS,
A losses, enemies, law suits, absent triends, love, marriage, sickness and death. Fay refused unless satisfied a
21 sixth avenue. Mne. SixGH, Cairvoyant. KUROPEAN CLAIRVOYANT TELLS NAMES, SHOWS likenesses, causes marriages; 50 cents and \$1. 141

MEDICAL

A. Office No. 1 East 52d st., first door from 5th av. A. MAR. MAXWELL, PHYSICIAN, RESIDENCE A .- DR. AND MME. GRINDLE, PHYSICIANS (I) A. M. NAURICEAU, M. D.—OFFICE 129 LIBERTY A TTENTION :- DR. FRANKLIN, LATE OF PRUSSIA Consultation free. Private office 161 Bleecker street

A. Twenty eighth at., between 3d and Lexington ava DR AND MME. SELDEN, NO. 67 AMITY STREET,